



OTTAWA VALLEY TRIUMPH CLUB

NEWSLETTER NO. 17

Highlights of October 24, 1990 Meeting

The October meeting of the OVTC was held on Wednesday evening, October 24th, at the Woodvale/Manordale Community Centre in Nepean. The meeting, chaired by our President Malcolm Brown, was attended by approximately 20 members.

Regalia

Pat Mills, Regalia Co-ordinator, started the meeting with a report on her successful efforts to obtain windshield decals for the Club. She has purchased 100 decals for \$178, illustrating the OVTC symbol, and these will be available at our November meeting for a cost of \$4 for members and \$5 for non-members. Pat also has a few golf shirts left (\$19 each) and orders can be placed for OVTC sweatshirts. For more information, please call Pat at 825-1698.

OVTC Finances

Jane Benco, our Treasurer, gave the members a financial report on the Club's activities to date. Highlights of the report are as follows:

**OTTAWA VALLEY TRIUMPH CLUB
FINANCIAL STANDING AS AT OCTOBER 15/90**

Cash on Hand	\$823.73
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STATEMENT OF REVENUE & EXPENSES

Annual dues etc	\$2,625.43
Less Stamps, T-shirts etc	\$1,801.70
Balance	\$ 823.73

Fall Colour Tour

Thanks to a break in the weather, the Fall Colour Tour, sponsored by the Boot'n Bonnet Club out of Kingston, was well attended. Nine cars (six British) went from the OVTC to join 15 cars (14 British) from Boot'n Bonnet at Foley's Mountain at Westport. Miraculously, the members were able to rendez-vous without too many getting lost along the way. Cameras were in order and we were able, thanks to Clive Law, to get some good video coverage of the event. Thanks to all those who participated.

Upcoming Events

November 29, 1990 - This is our regularly scheduled meeting that will be held on a Thursday, rather than Wednesday evening, at 7:30 p.m., at the Woodvale/Manordale Community Centre on Knoxdale Road. This change in nights was due to the fact that the Community Centre is booked for some other event on Wednesday evening. Brian Mills has lined up a guest speaker from 3M, Mr. Yves Roy, to talk on some general automotive products that 3M has available on the market. Let's get a good turn out since this is promising to be an informative topic. Also, don't forget, it will be your opportunity to pick up your OVTC windshield sticker that Pat has obtained for the Club Members at the nominal cost of \$4 each.

December 1990 - OVTC will not be having a regular Club meeting during the month of December due to the busy holiday schedule of most of our members. However, we have had a very successful social function in past years so maybe another Christmas Party is in order for this year. Let's discuss further at our November meeting.

Membership News

OVTC would like to extend a hearty welcome to the following new members:

Bob Campbell of Nepean ('80 TR-7)
Paul Noel of Gloucester ('74 TR-6)

Update on 6th Canadian Classic

Malcolm Boyd asked various members who had volunteered at our September meeting to report on the progress made re planning for the 6th Canadian Classic event scheduled for August 1st, 2nd and 3rd, in Ottawa, in 1991.

1. Clive Law - Clive has developed a software computer program to list participants either by name or by model and commission number. An example is illustrated below:

<u>Name:</u>	<u>Contact:</u>	<u>Model</u>	<u>Comm#</u>	<u>Home Club</u>	<u>Di</u>	<u>#</u>	<u>Ra</u>	<u>Co</u>	<u>To</u>
Benco	Jane	TR6	CF23654	OVTC	N	0	Y	Y	Y
Benco	Julio	TR3	CA4526	OVTC	Y	2	N	Y	N
Brown	Lynn	TR6	CF43521	OVTC	N	0	Y	N	N
Brown	Malcolm	TR6	CF12342	OVTC	Y	2	Y	Y	N
Carr	John & Evelyn	TR4A	CB52436	OVTC	Y	2	N	Y	N
Corbett	Peter	TR6	CC81643	OVTC	Y	1	Y	Y	N
Doe	John	Spit	CL234165	TTC	N	0	N	Y	Y
Law	Clive	TR6	CC83985	OVTC	Y	2	Y	Y	N
Mills	Brian & Pat	TR10	-----	OVTC	Y	2	N	N	N

This information would be received by OVTC from TTC, via the registration material that the Toronto Club processes. Additional information on each registrant could then be entered on a computer program, as follows:

Sixth Canadian Classic		
Name: Benco	Model: TR6	Comm #: CF23654
Address:		Postal Code:
		Contact: Jane
Total Registrations: 1	Rally Y/N: Y	Concours Y/N: Y
Dinner Y/N: N	# Dinner Tickets: 0	Tourist Info Requested: Y
Home Club: OVTC	Date: October 22, 1990	
Comments:		

Clive then proceeded to update the Club members on the progress re the Pub Crawl Night and the Spitfire Photo Opportunity. His report is as follows:

Subject(s): Proposed Pub Crawl
Spitfire Photo-op

Locations

Art Hodgins, owner of the Earl of Sussex pub on Sussex drive has committed to a \$250.00 sponsorship for our proposed "Pub Crawl". In return for this fee, the Canadian Classic (CC) will provide his pub with a plaque (est. \$75.00) or certificate proclaiming his sponsorship status, and will be one of the three "official" stops on the Pub Crawl.

Art has also graciously offered to hang a banner (provided by CC) to advertise the Classic.

Two other pubs will be approached in the near future for a similar sponsorship. They are the Brigadiers Pump on George St. and the Englishman's Pub on Clarence St. These three pubs are all within a short stagger of each other.

The delay in contacting the other bars is due to the fact that these two establishments are presently for sale. Obviously we would be better off to get a commitment from the new owners.

Transportation

Chartering of an OC Transpo bus is estimated at;

1st Hour	-	\$90.00
Add't Hr	-	62.00

These rates are per bus.

It is suggested that we charter one bus. It will leave the Chimo Inn at 9:00PM for the Earl of Sussex. It will then commute between the Earl and the Chimo every half-hour. Last departure from the Chimo would be Midnight. A grace period of 15 minutes would be allowed prior to final departure from the Earl, i.e. 1:15AM.

Total estimated cost for the bus charter would be \$338.00 plus GST, if applicable. OC Transpo will allow us to display signs/banners in the interior of the bus for the duration of the Charter.

Parking

Parking in the Market Area falls short of ideal. However there is a large open parking lot, "kitty-corner" to the Earl of Sussex, at the corner of Sussex and St. Patrick. This lot charges a \$3.00 maximum after 5:00 PM. CC may wish to consider hiring a security guard to watch over any cars left by Pub crawlers who drove downtown but bused backed to the Chimo. Estimated cost is \$130.00. It is my belief that this shouldn't be necessary as most crawlers will want to be in good shape for the events planned for Friday..

The legal ramifications of running a motoring event and organizing a pub crawl can be extreme. CC will have to stress that the participants either nominate a Designated Driver or take advantage of the provided shuttle service.

Financial

Three establishments will each pay a \$250.00 fee. If we deduct the amount of the Charter (Plus tip), and the cost of plaques \$35.00 ea. it would appear to leave us with a surplus of approx. \$300.00.

Spitfire

Unfortunately we got shot down in flames on this idea. Although the Nat'l Aviation Museum thought it a good idea, they could not accommodate us. The Museum presently owns three Spitfires. One is on a long term loan to the Winnipeg Aviation Museum, the second has had a wing removed and was hoisted, through the wall, onto the second floor of the Canadian War Museum. The third "Spit" is on display at Rockcliffe, but is almost dead-centre in the building and it would require several days to move everything out of the way to get it outside. Added to this, the Museum is presently undergoing a re-fit and will be closed until April-May. Needless to say they aren't interested. I suggested driving the cars into the museum. They were prepared to allow one car in for Photography purposes but would not go along with a projected dozen!

A second option is to contact Gerry Billings who flies a Spitfire owned by Cliff Robertson, the actor. Billings flies out of Windsor, Ont. and is available for hire, (Have 20 millimetre Gun, will travel!!!). The drawbacks to this option are that it would cost \$3,000.00 and he may already be booked.

Clive also had some good suggestions for the Concourse event that will be held on Victoria Island during the Classic. Clive will chair a committee to identify the tasks involved in planning these key events and Brian Mills, Richard Strong, Bruce Young, Joe Lashley and Derek Holbeche, will also be on this Committee to give Clive a hand.

Barry Edgington - Barry obtained a base map of Victoria Island, as well as an aerial photograph. However, the scale was not sufficient to really help in doing the detailed planning for the concourse so Joe Lashley offered to enlarge that portion of the map that showed the Island itself. Barry also passed around a package of Tourism information that could be handed out at the registration desk at the Chimo Hotel and this included a map of Ottawa and a summary of 1991 Summer events that could be mailed in advance to all registrants.

Malcolm Brown - Malcolm discussed various ways to publicize the 1991 event and in this regard, Sue McPherson, who works with Malcolm, prepared the following list of potential contact names and numbers:

Ms. Theresa Dunlop,
 City Of Ottawa,
 Department of Culture & Recreation
 11 Holland Avenue,
 2nd Floor, Tower A,
 Ottawa, Ontario
 K1Y 4S1

Send information 6-8 weeks before date of event for publication in local bulletins, community papers etc. NO CHARGE

Ms. Kathy Dobbin - Tel. No. 237-5150
 Canada's Capital Visitor & Convention Ottawa/Hull Tourism Inc.

This would be to advertise in the Visitor's Guide Book. Unfortunately, there is a Associate Membership cost of \$250.00 to advertise in this booklet.

Ms. Natalie Charron,
 National Capital Commission
 Special Events Coordinator
 Fax No. 239-5188 - Tel: 239-5024

They provide a systems network for media, reporters, publications etc. on Tourism Information. What they require is name, date, place, one-paragraph explanation of event, agenda. This has to be in bilingual format. She also mentioned that if we had brochures we could drop them off and they would hand them out to various Tourist Information booths. NO CHARGE

Mr. Marc Choma
 What's On in Ottawa magazine
 Tel. No. 238-4736

They require name of event, date, sponsor (if any), what to find. If you want to advertise they require the info 6 weeks before date of event. If you have photos, you can send them, but they will not guarantee that the info will be published with the photos. NO CHARGE

Ms. Kristen Den Hartog,
 Ottawa Magazine
 192 Bank Street
 Ottawa, Ontario
 K2P 1W8

They will publish a press release in their Calendar of Events section. They require the release 8-10 weeks before event. Proof of non-profit organization required in order for a NO CHARGE.

Ms. Bea Ambridge
 NOW Section
 Ottawa Citizen
 Fax No. 726-1198

Tuesday before date of event in order for name, dates and small description to appear in the NOW section of Friday's edition of newspaper. NO CHARGE

CJOH
 Mr. Paul Brent
 Assignment Coordinator

Send in notice of event, agenda, description, pictures etc. He will then decide as to whether or not CJOH will cover the event. NO CHARGE

The City of Nepean and Gloucester do not offer a one-stop deal like the City of Ottawa for advertising this type of event. They suggested that we telephone various communities to advertise in their respective papers.

I did not make any inquires into Radio Station coverage.

Bob Whittle - Bob offered to assist John and Evelyn Carr in the planning for the Ralley event during the Classic.

Drag Racing a TR-4

Thanks to Andrew Grant for enclosing an article from the December 1966 issue of Road and Track on preparing a TR-4A for straight-line competition at the Bonneville Salt Flats. Interesting reading.

Winterizing Tips

The meeting closed with various members suggesting ways to winterize your Triumph. Here are a few of the suggestions:

- spray or spread anti-seize compound on your brake caliper pistons;
- squirt some light-grade oil in spark plug holes, then seal with rags to avoid moisture entering engine block. Shove apples in rear exhaust pipes to plug, as well;
- check anti-freeze levels and strength;
- bring in battery to house but don't put on concrete floor. Charge battery once every eight to 10 weeks;
- opinion was split on jacking car up on blocks to take weight off suspension or simply leaving on over-inflated tires.

That's it for this issue. Don't forget to attend November's meeting on the 29th, rather than the 28th. That's a Thursday night. See you then.

Barry Edgington

Attachs.

P.S.-- FOR SALE 1979 TR-7 PARTS CAR

CONTACT MIKE CLARK AT
523-7793 (\$400, AS IS)

Compliments of Andrew Grant in Chrysler, Out.



MULTI-PURPOSE TRIUMPH

*Kastner goes to Bonneville and to the drags with TR-4A . . . or . . . we
knew it would corner but will it go in a straight line?*

GORDON CHITTENDEN PHOTOS

EVERYONE WHO KNOWS anything about sports cars is aware that the Triumph TR-4A is one of the better all-round machines in the low-to-middle price range. The accomplishments of the marque in road racing are well documented by class victories at Sebring (1-2-3 last year, plus the Pepsi-Cola team prize) and by an almost endless list of successes in Sports Car Club of America competition. That the car is also well suited to rally work is obvious from the examples found in almost any U.S. rally whether it be a casual Saturday evening hand-holder or the most serious national event. TR-4As can also be found doing well in gymkhanas, slaloms, traloms, trials, hillclimbs and all the other kinds of competition where sports cars are likely to be found.

But some people are never satisfied. R.W. "Kas" Kastner, the manager of Triumph's U.S. competition department, is one of them. Goaded on by photographer Gordon Chittenden (who also wanted to drive the car), Kas agreed that it might be interesting to see what a near-stock TR-4A could do in straight-line competition at the Bonneville Salt Flats and on the local drag strips. In other words, to rearrange a cliché, everybody knew it could corner, but how would it do in a straight line?

As these were activities in which a typical TR-4A owner

might wish to participate, it was fundamental that the car would start out as a standard model and that the changes and modifications would be those available to anyone. In other words, no specially built factory cars. It was also fundamental that the same car would be used for both kinds of racing in order to demonstrate the car's versatility.

The car that was rolled into the Triumph Competition Dept for preparation was a white TR-4A coupe with independent rear suspension, steel disc wheels, straight non-overdrive 4-speed transmission and the normal heater, but no radio. A full-width rollbar was installed but otherwise the car was kept in showroom condition even down to full carpeting, bumper guards and window washers.

Heavy duty springs, shock absorbers and axles—all factory options—were installed as was a no-slip differential. These were the same options used in the Sebring class-winning TR-4As except that street settings rather than road racing settings were used for rear camber and front toe-in.

The engine was given the same basic Grand Touring preparation used on the Sebring race cars. The intention was to achieve a comparatively moderate power increase and to retain reliability rather than prepare the engines to the all-out sprint race specifications used in SCCA club racing cars. Triumph engine preparation is no secret—it consists primarily of careful hand labor and machine work on stock parts—and

is made available through the Triumph Competition Dept, 111 Galway Pl., Teaneck, N.J. 07666. Special parts and modifications made to the engine included installation of the "F" grind camshaft and valve springs, an 87-mm bore kit (which increased the displacement to 2182 cc, still well below the 2700-cc limit of F/GT at Bonneville) and tuned exhaust system; the compression was increased to 12.6:1 (instead of the 11.8:1 used in the Sebring cars) to compensate for the 4200-ft altitude at the Salt Flats. In place of the standard 1.75-in. SU carburetors, Kastner installed a pair of 45 DCOE Weber carburetors. These carburetors and the accompanying intake manifold are soon to be available for the TR-4A.

On the dynamometer, the engine developed just over 140 bhp at 4600 rpm. This is well above the 105 bhp of the standard TR-4A but still under the 155-160 bhp achieved in the all-out sprint race version. To increase the maximum usable revs, the cam timing was adjusted until the maximum power came in at 5000 rpm and would hold up to 6000 rpm before starting to drop off. During the dyno tests it was found that the Weber carburetors added very little power over the 1.75-in. SUs and with this in mind a set of SUs was included among the spares so they could be tried on the salt if there was time.

With a final drive ratio of 3.70:1 and 6.50-15 Goodyear Sports Car Special tires (with the tread pattern whittled down to 2 in. wide), 6000 rpm in 4th gear would be about 130 mph. As the F/GT class record was held by a Daimler SP-250 at 127.795 mph (set in 1963 by Ike Banks), the TR-4A's performance was expected to be adequate to demonstrate the point of the exercise.

After Kas applied a blue racing stripe, the car and spares were loaded and the crew headed for the Bonneville Nationals. During the following days, the fastest timed run was 128.20 mph. This speed was achieved on the second run and exceeded the previous record. This proved the point even though Bill Gurnee's Daimler (bored to 2.7 liters and fitted with four Webers) upped the class record to 137.311 mph.

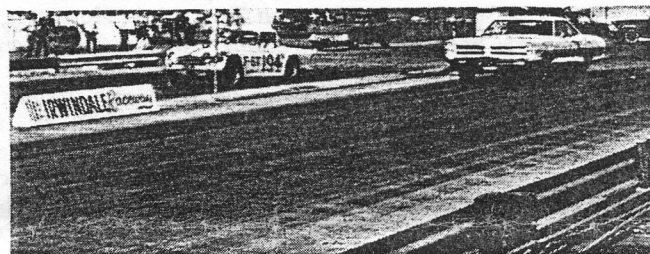
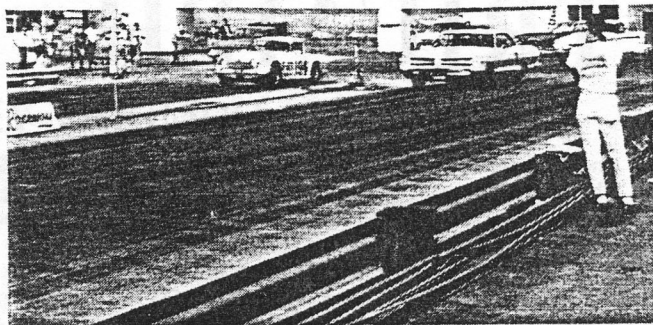
Mechanical problems precluded any improvement on the 128.20-mph mark by the TR-4A. All the flywheel bolts sheared when driver Chittenden tried a drag racing shift to 4th gear on one run and later, after working up to what seemed to Chittenden their best run, the oil pump drive failed. Then strong winds came up which brought the runs to a halt and ended the Triumph's chances for this year. Chittenden is convinced that 135 mph could have been achieved this year had there been satisfactory conditions to continue running.

Incidentally, the SU carburetors were bolted on and a run of 127-plus was recorded without strain. This was less than one mph slower than the speed achieved with the Weber 45 DCOE units.

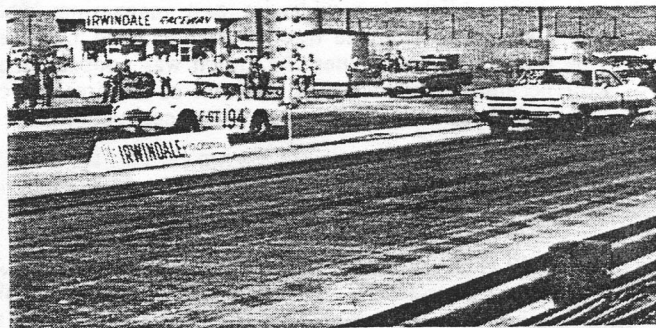
Although he had carefully read the SCTA's rule book, Kastner was astounded at the amount of body modification that was tolerated under the heading of "minor customizing."

"It had been explained to me that 'minor customizing' was the removal of the hood emblem or the letters of the car's name and that sort of thing," Kastner said. "Okay, neat, I understood that. We had over 16 sq ft of frontal area so what was a couple of chrome letters going to do. Not much. But when we arrived I discovered that 'minor customizing' allowed big air scoops on the hoods of Corvettes and Mustangs, spoilers on the deck lid, seams closed and leaded, parking lights and turn signals removed, the holes filled and smoothed out and dandy things like that. Apparently the plain removal of exterior fittings and putting tape over the holes is 'streamlining,' but if you fill the hole and smooth it out, this is 'minor customizing.' Okay, we got the idea. It was obviously too late for us to take advantage of the allowances in the rule this year but next year we'll give it the Boy Scout shot and be prepared.

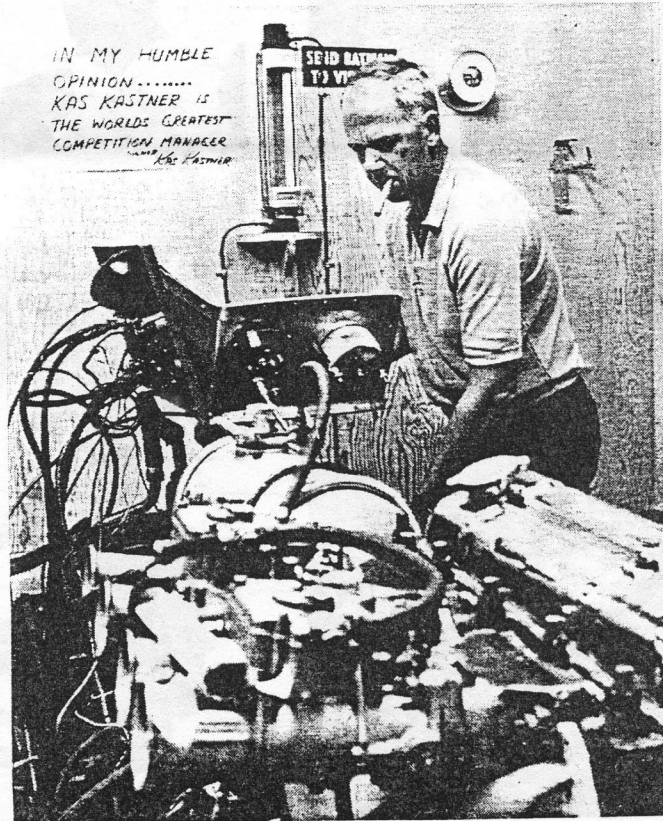
"You can't learn how to prepare your car for Bonneville from the regulation booklet. You actually have to go there



Pontiac driver may still be talking to himself after being jumped and stomped by drag racing TR-4A at Irwindale Raceway.



Kastner's TR-4A engine with Webers developed 140 bhp on dyno.



TRIUMPH

and find out. We made up an air scoop to furnish cold air (ha-ha) to the carburetor area and by putting the tube really close to the salt, we picked up almost a full mile per hour. Anyone want to buy a pair of salty Webers?"

As a matter of comparison with the 128.20-mph time recorded by the TR-4A, the winning B/GT car this year, a 327-cu-in. Sting Ray, went 137.166 and a race-ready Alfa Romeo GTA was timed at 123.882 mph.

Back in Southern California at Triumph headquarters, the TR-4A was prepared for drag racing. The suspension was recalibrated for normal tires (instead of the narrow salt flat Goodyears), the Webers re-jetted for the lower altitude, the camshaft re-timed to normal "F" timing and the 3.70:1 final drive replaced by a 4.1:1 ratio. And, oh yes, the oil pump replaced. Once these things had been done, the car could be driven in normal traffic though the abrupt locking and unlocking of the no-slip rear end required a practiced hand at low speeds to avoid unsettling lurches. The car was more pleasant to drive if the revs were kept over 3000—which wasn't hard to do with the 4.1:1 rear end.

For the first try at the drag strip, a set of Mickey Thompson cheater slicks (on wide-rim cast magnesium wheels) was tried. With these the traction was so good that the engine would bog down when the clutch was popped. In addition, because of the increased diameter of the tires, the effective overall ratio was reduced and the acceleration adversely affected.


After replacing the slicks with 5.90-15 road racing Goodyears, the tires would break loose when the clutch was popped (keeping the revs up) and the effective overall ratio was such that the engine was turning about 5000 rpm in 4th at the end of the quarter, which was about right. With the slicks there hadn't been time to get into 4th and at the end of the quarter the engine was turning about 6000 in 3rd.

Using the road racing Goodyears, the drag racing TR-4A visited a local American Hot Rod Association drag strip where the class record was held by a Porsche with an elapsed time of 15.41 sec. Still equipped with full street mufflers, the TR-4A lowered the ET to 15.23 and showed a terminal speed of 88.4 mph.

The next drag race outing was at Irwindale Raceway, a National Hot Rod Association strip. The first practice round found a 421 Pontiac in the opposing lane and that driver all but dropped his teeth when the TR-4A jumped out ahead when the lights went green.

That evening's work was also a satisfying one as the Triumph not only won its class with ease but set a new class record for the strip. The best time during the evening was a 15.43 sec ET and a speed of 88-plus mph. The previous record, held by a Falcon Sprint, had been 16.02 and 86 mph.

From these demonstrations at the Salt Flats and on the drag strips, it is obvious that, yes, the Triumph TR-4A can be made suitable for straight-line competition work.

The particular car that was used, set up the way it was and including the Weber carburetors, could be duplicated for about \$3900. With such a TR-4A you would have a comfortable GT car with a top speed of more than 125 mph, acceleration in the low 15s for the standing quarter and, with minor changes, also suitable for road racing—the very essence of the multi-purpose sports car. 

Bonneville Goodyears had tread only 2 in. wide.

Kastner (left) and crew members Bob Avery and Jim Coan check with SCTA official at Bonneville. Interpretation of "minor customizing" rule was to bring surprises later.

